WORLD

CLASS

DESIGN

TO

**MANUFACTURE** 

AN INTERNATIONAL JOURNAL

VOLUME 1

NUMBER 2

1994



#### WORLD CLASS DESIGN TO MANUFACTURE

#### Editor **Andrew Lee-Mortimer**

#### Contributing Editors Dr M. Myrup Andreasen

Associate Professor, The Institute of Engineering Design, Technical University of Denmark, Denmark

#### John C. Ford

Chief Engineer, Lucas Car Braking Systems (International), UK

#### Ken Foxley

Director Design Administration, Nissan European Technology Centre Ltd, UK

# Bradford L. Goldense, CMfgE, CPIM, CDP

President, Goldense Group, Inc., USA (President, Boston Chapter of Society of Concurrent Engineering (SOCE))

#### Helen Mill

Manager, Product Development Tayside, Dundee Institute of Technology, UK

#### **Keith Nichols**

Manufacturing Consultancy Director, EDS Ltd, UK

#### **Bob Reeve**

Industrial Manager, The Smallpeice Trust, UK

#### Philip J. Robson

Managing Director, NIS Ltd (and an industrial member of the DTI's Innovation Unit), UK

#### **Professor Hajime Yamashina**

Faculty of Engineering, Kyoto University, Japan

#### World Class Design to Manufacture is indexed and abstracted in:

#### **Anbar Abstracts**

Publisher Chris Wiles

ISSN 1352-3074 © 1994 MCB University Press Limited

#### MCB University Press Limited

60/62 Toller Lane, Bradford, West Yorkshire **England BD8 9BY** 

Telephone: (44) 274 499821, Fax: (44) 274 547143

### **Regional Offices**

For Australia and New Zealand

MCB University Press Limited PO Box 1567, Toowong, Brisbane, Queensland 4066, Australia Telephone: (61) 07 870 7144, Fax: (61) 07 371 7352

#### For North America

MCB University Press Limited PO Box 10812, Birmingham, AL 35201-0812, USA Telephone: 1 800 633 4931 (USA and Canada toll free) (1) 205 995 1567 (outside USA and Canada) Fax: (1) 205 995 1588, Telex: 78-2661

#### For Middle and Far East

MCB University Press Limited Paradiz Centre #06-27, 1 Selegie Road, Singapore 0718 Telephone: (65) 339 8322, Fax: (65) 339 4437

#### For Japan

MCB University Press Limited Kaneichi Building No. 2, 3-32-13 Hongo, Bunkyo-ku, Tokyo 113 Telephone: (81) 03 3817 7363, Fax: (81) 03 3817 7365

## Please contact the following for further information: Sample copy requests and missing issue claims\* to the Customer Help Desk at Bradford (44) 274 482097 or your Regional Office.

\*Non delivery of copies must be notified to our Customer Help Desk within four months of despatch if substitute copies are to be issued.

#### All orders and subscription enquiries to the Subscriptions Control Department at Bradford or your Regional Office. All reprinting and photocopying permissions to:

Rachel Briggs or Jean Clarkson, Bradford

No part of this journal may be reproduced, stored in a retrieval system, transmitted in any form or by any means electronic, mechanical, photocopying, recording or otherwise without either the prior written permission of the publisher or a licence permitting restricted copying issued in the UK by The Copyright Licencing Agency and in the USA by The Copyright Clearance Center. No responsibility is accepted for the accuracy of information contained in the text, illustrations or advertisements. The opinions expressed in the articles are not necessarily those of the Editor or the

Printed by Information Press, Southfield Road, Eynsham, Oxford OX8 1JJ

# EDITORIAL

One of the major problems with business improvement initiatives in the 1980s, which in my opinion is on the verge of being repeated in the 1990s, is that the scope and duration of the attempted improvements is too big. Grand visions of "complete overhauls" which will pay benefits still abound.

GM's project, Saturn, is a great example. Huge sums of money and resources were invested to create a completely automated automobile production facility. The knowledge and goodwill that is resulting from this programme is benefiting many companies including GM, but it will be many years still before the investment pays for itself.

TQM is another fine example. TQM has only just completed its first decade as a prominent management goal, and yet public literature has been questioning its effectiveness for some time. The scope of TQM is not bounded. It includes every structure, process, technology, and communication within an organization.

Further, this scope extends to all customers and suppliers. Managing a "TQM Programme" is a multi-year undertaking which addresses every aspect of company operations. Simply said, TQM is impossible to define and then manage. It has no bounds.

Third, and the final example, is business process re-engineering (BPR). BPR is the hottest topic in corporate America in the early 1990s. Like TQM, the goal of BPR is admirable and tangible at a conceptual level. Like TQM, BPR also has no limitations on its scope.

My prediction is that BPR and TQM will end up in the same category once the approaches are tested over time. The post-mortem will read something like this, "we learned and we improved, but we spent huge sums of money and resources over a multi-year period that would have had much more impact if they had been more focused. In hindsight, we would limit and change our approach".

One of the primary arguments for "total reengineering" and TQM is that it is impossible to optimize the whole by optimizing the parts. From one view, this logic is quite sound and fundamental. From another view, it falls apart. If the scope of a project is so large that the risk measurably increases and the potential benefits are pushed into the distant future, then "where is the beef"?

The Saturn project, as contrasted with the manufacturing industry in general, provides a reasonable illustration of this viewpoint. Manufacturing professionals spent a good part of the 1980s "linking islands of automation".

First the work centres were optimized, then they were linked together. Changes to localized improvements had to be undone to optimize the flow of the whole operation, but benefits were being realized one cell at a time. In contrast, GM had to wait many years for an entirely new "reengineered factory" to be built. The scope of the project was barely manageable and there were delays. The investment period was so extensive that it will take many years to recover it.

However, it is important to put this argument in its proper context. I am definitely not advocating that companies do nothing, or ignore the need for wide ranging "quality" and "process" improvements. But, companies should learn from their experiences, anything that is everything has a high probability of being nothing at all, or at the very least being disappointing. The goals of BPR and TQM are noble and tangible at a conceptual level, and are virtually not implementable.

Improvement initiatives and projects should not be undertaken if the scope exceeds some of the practical realities that exist in the business world:

- goals are not clearly definable and finite;
- number of dependencies indeterminable;
- market change cycle shorter than programme;
- programme time exceeds employee durations;
- CEO uninvolved in unbounded projects.

While the "islands of automation" approach was not completely efficient, it was at least definable and manageable. And, it yielded benefits in a phased manner.

#### **Concurrent Engineering**

Concurrent engineering, or concurrent product development (CPD), is an improvement initiative that is focused on re-engineering the product development function for speed, efficiency, and quality.

# WORLD CLASS DESIGN TO MANUFACTURE

From an organization-wide viewpoint, CPD is an "island of change". From a management standpoint, CPD is definable. The goals are quite clear:

- raise sales and profits from new products;
- reduce new product time-to-market;
- reduce human and capital costs;
- maintain or increase product quality;
- leverage knowledge and experience.

From a scope perspective, the implementation of CPD programmes is finite and manageable:

implement process changes within one to two years;

- involve people with stakes in new products;
- focus on business process improvements.

If these three basic tenets of project scope are followed, concurrent product development efforts will yield the expected benefits within the planned time period.

One final warning, many companies focus on technology-based solutions to problems. Almost by definition, the development, implementation and training cycles for technology-based solutions will exceed two years.

> Bradford L. Goldense CMfgE, CPIM, CDP President, Goldense Group, Inc.